

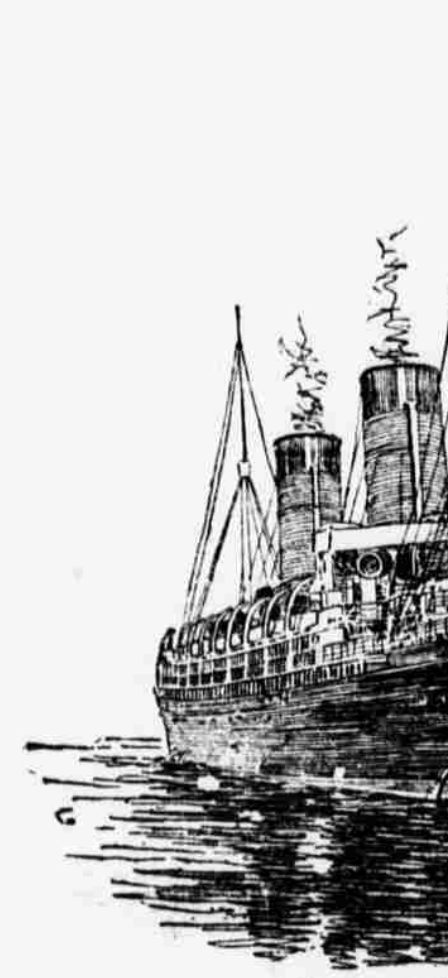
CAMPANIA FASTEST OF ALL.

WESTWARD AND EASTWARD OCEAN RECORDS BOTH BROKEN.

The Campania steamed over the short course of 2,700 knots from Southampton to New York in 5 days 9 hours 20 minutes, beating the Lucania's record by 11 hours and 18 minutes, and the fastest Atlantic passage by 8 hours and 34 minutes.

Unretarded by wind or wave, under smiling skies that only once and for a brief space were blotted out by fog, the Campania sped across the Atlantic and landed here last night a record breaker and her conqueror. As it was, she has filled the heart of the captain, crew, and passengers with joy, for she slipped 12 hours and 18 minutes off the record for the trip westward made by the Lucania in May of this year, and beat her own best previous record of 5 days 12 hours and 7 minutes made in November, 1893, sailing eastward, by 2 hours and 38 minutes. This is the biggest slice sheared off the record in many years.

The new record is 5 days 9 hours and 27 minutes. It was made, not by brilliant speed, but by steady, swift, and all but uninterrupted progress.



CAMPANIA, THE RECORD MAKER.

straight for the goal. Capt. Hains says that no particular intention of making unprecedented time was in his mind when the voyage began. It was only when two-thirds of the distance had been won that the passengers knew they were being hurried across the great water faster than man had ever crossed before.

The Campania left Liverpool last Saturday, and Queenstown on Sunday. It was just 51 minutes past noon that day, with Daunt's Rock ahead, that she fairly began her record trip. With a light westerly wind, and just enough breeze to ripple pleasantly along the mounds of the great ship, she passed out into the open ocean. Full head of steam was on. When the first day of the trip was over the distance between the ship and her Western port had been diminished by 314 knots. The next day, with the breeze shifting to northwest, she went twelve knots better, and on the following day, despite a choppy cross-sea that sent many passengers below in distress, the racer made 243 knots, within two knots of the best run of the trip. This run was on Thursday, the ship having made 245 knots on the previous day, and a distance of 545 knots.

On Thursday the wind shifted from southwest to north-northwest, and late in the afternoon a bank of fog enveloped the Campania. For the first time during the voyage steam was reduced, and the speed was lessened. Within two hours, however, the fog lifted and the racer was again making a racer who gathers great strength after losing the pace for a time. Yesterday's run of 150 miles brought her in a record breaker, and the list of her runs:

Aug. 12	216 knots
Aug. 13	245 knots
Aug. 14	243 knots
Aug. 15	245 knots
Aug. 16	245 knots
Aug. 17	245 knots
Aug. 18	245 knots
Total	1,540 knots

This gives an average speed an hour for the whole trip of 21.40 knots, a good record, but not up to the performance of the Campania, which made a westward average of 21.60 knots and an eastward average of 21.80 knots in May and June respectively of this year. The Campania's own best previous record, however, was 20.80 knots westward and 21.20 knots eastward. On the present voyage the average distance traveled a day was 315.8 knots.

Her trip upon which she made her best previous average, the Campania covered 1,512 knots. The Lucania travelled over 2,911 knots in the same time, and the Campania's speed of 21.80 knots an hour, or her 21.60 knots an hour, was made on a trip of 2,773 knots. The Campania's present trip is one of the shortest ever traveled.

Realization of the possibilities of the trip dated upon the passage of the Campania from Southampton on Thursday night, and was removed to the Mount Vernon Hospital. She was suffering chiefly from overexertion, and was recovering. She was well dressed, and said that her husband lived in Boston and had sent her to New York to hunt up a delinquent creditor.

She said that the creditor lived in Brooklyn, and that she had been there for a week, but that she had not been able to find him. She said that she had been there for a week, but that she had not been able to find him.

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JAPAN TAKES THE PASSES.

STRIVING TO PREVENT CHINA FROM ENTERING COREA IN FORCE.

Both sides negotiating for loans—China Wants \$12,500,000 and Japan \$50,000,000. Mail Address to Vancouver from the United States.

YOKOHAMA, Aug. 17.—The Japanese are blocking the passes in the north of Korea with the view of preventing the entrance of Chinese troops. The Japanese fleet is seeking the Chinese fleet, to the present the search has been unsuccessful.

BERLIN, Aug. 17.—The Berlin Post says that a Chinese loan of £1,000,000 has been undertaken on the security of the Chinese maritime dues, and that further amounts will probably follow. It is believed that a Chinese 5 per cent. loan of £1,000,000, in thirty-year bonds, will be issued in London in September. It is said that Berlin banks will have a share in the issue of the loan, two-thirds of which is to be payable in China in silver.

LONDON, Aug. 17.—The Shanghai correspondent of the Central News says that, by Imperial decree, the Japanese Government has authorized a loan of £1,000,000, in thirty-year bonds, will be issued in London in September. It is said that Berlin banks will have a share in the issue of the loan, two-thirds of which is to be payable in China in silver.

The Japanese Government has promised Admiral Fremantle, who commands the British squadron in East Asiatic waters, to give forty-eight hours' notice in case the Japanese fleet bombarded Wei-Hai-Wei and Chee-Foo.

The eight vessels that passed Chee-Foo, westward, on July 14, 15, 16, 17, 18, 19, and 20, which was fleeing from the Japanese cruisers. The fleet went to Lul-Kung-Tao, northwest of Chee-Foo, where it has been left undisturbed by the Japanese.

The finding of the court in the official investigation at Shanghai of the sinking of the Kow Shing is that the steamer Kow Shing was sunk on July 25 by a Japanese naval vessel, and that Capt. Galloway and the other officers of the Kow Shing showed great courage and judgment in the emergency.

The Japanese army, with which I am intimately acquainted, is a very different thing from the Japanese navy. The Japanese army is a very different thing from the Japanese navy.

A lawyer at the law, which had held the ship in leash, had parted, and the stern hawser, which had been loose, was drawn almost to the end of the ship. The ship was then in a position to be towed to the pier.

The Campania brought 314 passengers in the first cabin, 330 in the second cabin, and 628 in the third cabin. The total number of passengers was 1,272.

Among the cabin passengers were the Rev. C. M. Addison, A. Allan, W. Ashburner, S. H. Auerbach, and many others. The Campania was a very comfortable ship.

There was also a party of seven Japanese merchants, by name S. Nishimura, T. Oki, Y. Oki, and others. They were dressed in the latest London style.

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MINISTER BAKER'S CONDUCT.

A Greytown Correspondent Says Our Republic Refers to the Minister's Conduct.

MANHATTAN, Aug. 17.—A letter received from Greytown, Nicaragua, under date of Aug. 15, says that the Minister Baker's conduct is being referred to by the people of that country.

"Late last night it was ascertained that satisfaction terms for a peace commission in the Bluefields affair could not be made, and arrangements were being made for sending to-day the troops which are here. United States Consul Branda was in consultation almost all day with Secretary of State Madrid, Commissioner Duarte, Special Envoy Knicker, and several other influential Nicaraguans, endeavoring to come to an agreement whereby the United States would send troops to Bluefields to endeavor American life and property. He even consented to go to Bluefields and urge the Americans to go into a Provisional Government, provided Nicaragua would consent to one not detrimental to American interests. This Nicaragua would not do, and the United States would not do it either.

"The steamer ship, owned by George D. Emery of Boston, and flying the United States flag, was ordered to leave for the coast of Nicaragua, leaving 500 or 600 men for the time. It is their intention to land at the bluff commanding the entrance to Bluefields lagoon. The artillery consists of two four-pound cannons.

In obedience to Capt. O'Neill's order forbidding Americans to carry troops, Capt. Johnson of the Yulu at first refused to let them, but finally consented, because the conclusion under which Mr. Emery enters into the Bluefields affair is a clause stating that the United States shall supply the troops, which will be left to care for themselves.

"There will be no fighting unless the Nicaraguans attempt to avenge the death of their comrades on July 5 by killing Jamaica negroes. That would draw the English marines into it. The English authorities here state emphatically that they will not be drawn into it.

"The 1,100 troops here are quartered in some of the vacant canal buildings, and so far as their conduct is concerned, they are perfectly respectable. There has been very little drinking, and absolutely no rowdiness. Considering their number they are remarkably well behaved.

Both the American and English consuls will try to compel the American and British governments to make peace. It is finally adjusting the matter with Nicaragua.

JOKES ON THE FIRST AID CLASS. Chas. Higgins in Square Instead of Bandaging. A School of the First Aid Class.

MANHATTAN, Aug. 17.—The United States lightship tender John D. Rodgers, with President Cleveland on board, came to anchor off Gray Gables at 11:10 o'clock this forenoon. A few minutes later a boat was lowered and the President's party, including Mr. Cleveland, were taken to the Gray Gables landing.

Mrs. Cleveland was at the landing to meet the President when he arrived. The President showed no decided signs of illness or fatigue, and was evidently much refreshed from his journey. He was seen to be in good health, and was in good spirits.

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MRS. ASTOR WON THE RACE.

NEWPORTERS ENJOY A NOVELTY IN YACHTING.

Mrs. Astor's Stated in the Contest, Each Nauticist a Woman, with a Man Present to Assist Her in Case of an Emergency.

NEWPORT, R. I., Aug. 17.—Mrs. John Jacob Astor, winning a catboat race in a stiff southerly breeze. It was the first catboat race that society women have had here, and it proved to be a matter of great interest. Mrs. Astor was accompanied by her husband, and they were both very much interested in the race.

"The department officially states that by cessation of Indian hostilities the necessity of holding the most of the infantry and cavalry in remote regions has in a great degree disappeared. It seems certain that a large force of cavalry will be sent to the Philippines, and that the cavalry will be sent to the Philippines.

"The order amplifies the advantages that will accrue in recruiting, and mentions that after some modification of barracks, Jefferson barracks could receive a garrison of eight troops of cavalry, Columbus the same number of companies of infantry, and David's Island six companies of infantry.

WILL CARLISLE RETIRE? A Rumor that He Is to Be Succeeded by Wm. L. Wilson of West Virginia.

WASHINGTON, Aug. 17.—The rumor freely passed round the Capitol to-day that Secretary Carlisle would retire from the Cabinet, and that in his place would be Mr. Wilson of West Virginia. Of course, no verification or contradiction of this remark could be had from the person whose name was mentioned.

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MORE TROOPS FOR LARGE CITIES.

Not Needed in Remote Regions Now, Indian Hostilities Having Ceased.

WASHINGTON, Aug. 17.—General orders were issued from the headquarters of the army to-day amounting to the effect that the troops which are now in the Philippines are to be sent to the Philippines.

"The department officially states that by cessation of Indian hostilities the necessity of holding the most of the infantry and cavalry in remote regions has in a great degree disappeared. It seems certain that a large force of cavalry will be sent to the Philippines, and that the cavalry will be sent to the Philippines.

"The order amplifies the advantages that will accrue in recruiting, and mentions that after some modification of barracks, Jefferson barracks could receive a garrison of eight troops of cavalry, Columbus the same number of companies of infantry, and David's Island six companies of infantry.

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COMEDY IN THE SENATE.

FUTILE EFFORT TO CLEAR THE WAY FOR THE POPCORN BILLS.

Senator Harris Tries to Fill the Vacancy on the Finance Committee So as to Give the Democrats a Majority, but Is Opposed by the Republicans.

WASHINGTON, Aug. 17.—The conference report on the General Deficiency Appropriation bill was agreed to in the Senate to-day, and completes all the important work mapped out for the session. Both Houses are now ready for final adjournment, but they must remain in session because the President has been suddenly recovered from his attack of malaria.

"The House was not in session to-day, and will not convene again until Monday, but the Senate indulged in an entertaining little comedy, in which a majority of the Democratic Senators appeared as advocates of the Free Sugar bill, one of the working heads of the opposition to the tariff measure.

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SEVEN ARMFULS OF GIRLS.

Policeman Newman Was Just the Man for an Emergency.

Seven girls employed in the Mameck Manufacturing Company, which makes paper boxes at 188 and 170 South Fifth avenue, decided to take a holiday to-day.

"The girls were in the street, and the policeman was just the man for an emergency. The girls were in the street, and the policeman was just the man for an emergency.

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